/71 cont./

133 The presence of a marl-calcareous horizon at a slight depth, the arrangement of the layers sloping toward the east, has favored the formation of a perpetual phreatic layer close to the surface and capable of supplying all the wells of the Thiès plateau.

The Thiès slope describes a concave line 40 kilometers long which begins in the north at the height of Mont-Rolland and ends abruptly in the south at the height of the village of [361] Tiao. The brow of the slope, with an average altitude of 100 meters, is cut broadly and deeply only by the "Ravin des Voleurs." At the foot of the slope there stretches a depressed, more or less swampy zone. /72/ /Fig. 1 appears here/ which borders it from north to south. Beyond Mont-Rolland, toward the northwest, accumulations of dune sand extend to the ocean (Fig. 1).

369 During the period of the pacification of Senegal by 175 Faidherbe, Thiès was only a small village of unruly Sérère-None /Serer/, pillagers of caravans when the occasion presented itself. This village was established near the actual site [361] of the Faidherbe Redoubt, in a shaded and cool spot, hence the name "Diankhène" which was given to it and which means place of repose.

In 1856 Dakar was founded, and Saint-Louis developed. [648] A treaty concluded with the damel of Cayor (2) authorized the

2. Damel, Wolof word meaning sovereign.

[206] installation of a telegraph line to connect these two cities. But the execution of the work came up against the ill-will of the damel and the continual insecurity that prevailed in the region of Thiès.

After the creation of the post of Mbidjem, near Lake Tanma, the /73/ post of Thiès was built in 1863. Its [361] role was to pacify and to cover, in case of necessity, [487] the troops that operated in the region. The latter, coming from Gorée and from Dakar, took the trail /piste/ from Rufisque to Pout and from there reached the post of Thiès and Cayor by way of the "Ravin des Voleurs," the only easy and direct passage that connected Cayor with the Cape Verde Peninsula.

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

river is a sandy bar which sometimes prevents entry by ships for several weeks on end. After this the coast stretches south-south-westwards in a gentle curve of sandy beach. There are dunes along the shore, and, inland from them, the marshy depression already described on p. 397. There are very few villages and, indeed, very few landmarks of any kind. Seventy-four miles from the mouth of the Senegal the village of Kayar is perceptible from the sea. It is connected to Rufisque (17 miles) by a colonial road, and immediately south of it is Lake M'Baouar, which is seldom or never without water. After Kayar the coast trends more definitely south-west. Lake Retba, whose north-eastern end is 6½ miles from Kayar, is a permanent salt lake fed by the sea. There are other lakes and swamps behind the littoral dunes. On the coast itself stands another village, Cambérène, which is 22½ miles from Kayar and behind which rise the Petites Mamelles. These are three grey, isolated, sandy knolls, and they mark the beginning of the Cape Verde peninsula (Fig. 48).

The Cape Verde Peninsula and Goree Bay

Yof island (Plate 108), 3¼ miles west of Cambérène, stands off the village (Plate 109) of the same name. The beach on the mainland is accessible to surf-boats in all weathers. Just west of the village is a cable hut, where cables are landed, and a tarmac road runs southwards to Ouakam and Dakar. The coast is now more indented, and, 2½ miles south-west of Yof, is a ledge of rocks which joins the shore to Ngor island and behind which is the village of Ngor. Three-quarters of a mile farther west the coast turns almost due south to reach Almadi point (Plate 110), the extreme west of the mainland of Africa. There is a lighthouse on a rock three-quarters of a mile out to sea. Cape Verde itself is 2 miles to the south-east of Almadi point, and behind it are two conical hills called the Mamelles. It was the stunted brushwood on these hills that gave the cape its name. From here to Cape Manuel the coast continues its south-easterly direction, being formed of red cliffs and small sandy beaches. Fann point, 3¾ miles from Cape Verde, marks the north-western end of Madeleines bay, which washes the south-western side of Dakar (p. 444). Some 2 miles south-west are the four Madeleines islands, all of which are rocky and three of which are inaccessible. At Cape Manuel, which is 131 feet high, the coast turns sharply north to form Bernard bay. North of Dakar is Hann bay, and both of these small bays are on the western side of Goree bay. This is generally considered to stretch from Cape Manuel to Cape Rouge, and in it,

22:Winterbotham et al. K-4 (no date) 1944 M537 Senegal MS37

[ST. LOUIS]

206 *Wireless.* The wireless station is to the south of Guet N'Dar.

505 *River.* Above Faidherbe Bridge the river is closed to all vessels not
[648] flying the French flag. Boats drawing 10 feet can ascend to Podor all the year round, and in the rainy season they can reach Kayes (Vol. I, p. 367). Table V shows how greatly river traffic on the Senegal has declined in recent years.

TABLE V. *Tonnage of Goods from Kayes*

	1928	1929	1930	1934	1935
[497] [494] Sent by rail or road	9,545	9,555	11,456	5,269	6,224
Sent by river	2,520	5,815	3,425	313	260

Shipping. There are no sea-going ships calling regularly, but the Messageries Africaines and the Messageries du Sénégal run services up-river.

36 DAKAR (14° 39′; 17° 25′ W.). Population, 80,052, including *c.* 6,000
[31] Europeans. Capital of the Federation and Headquarters of the
[162] District of Dakar. Full Commune. Custom-house. Law courts.
489 Chamber of Commerce. Pasteur Institute. Hospitals. Naval base
[712] and dockyard. General Headquarters of the army in French West Africa. Police headquarters. British Consulate-General. Belgian,
[648] Brazilian, Czechoslovakian, Danish, Eireann, Greek, Italian, Netherlands, Norwegian, Swedish, and Swiss Consulates. Argentine, Finnish, Spanish, and Uruguayan Vice-Consulates. Meteoro-
[654] logical station. Airport and seaplane base. Wireless stations.
[508] Colleges and schools. Protestant churches. Roman Catholic Vicariate Apostolic of Guinea and Vicariate General. Bank of West Africa. Banque Commerciale Africaine. Crédit Foncier de l'Ouest Africain. Banque Belge de l'Afrique. Power station.
[697] Prison. Public library. Hotels. Garages. Railway workshops.
[498] Cinemas. Race-course. Sports stadium. Botanical gardens.
[654] Agricultural experimental station. Daily market.

361 Dakar (Fig. 54) is approximately 2,600 miles distant from Southampton, from Cape Town, and from Rio de Janeiro. It is, therefore,
[433] well placed for taking a share in the trade of the South Atlantic, and it is small wonder that it has become the third port in the French Empire, being surpassed only by Marseilles and Le Havre. It is, moreover, of the first importance strategically.

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

[7445]

36
504
764
206
502
102
743
712
498
133

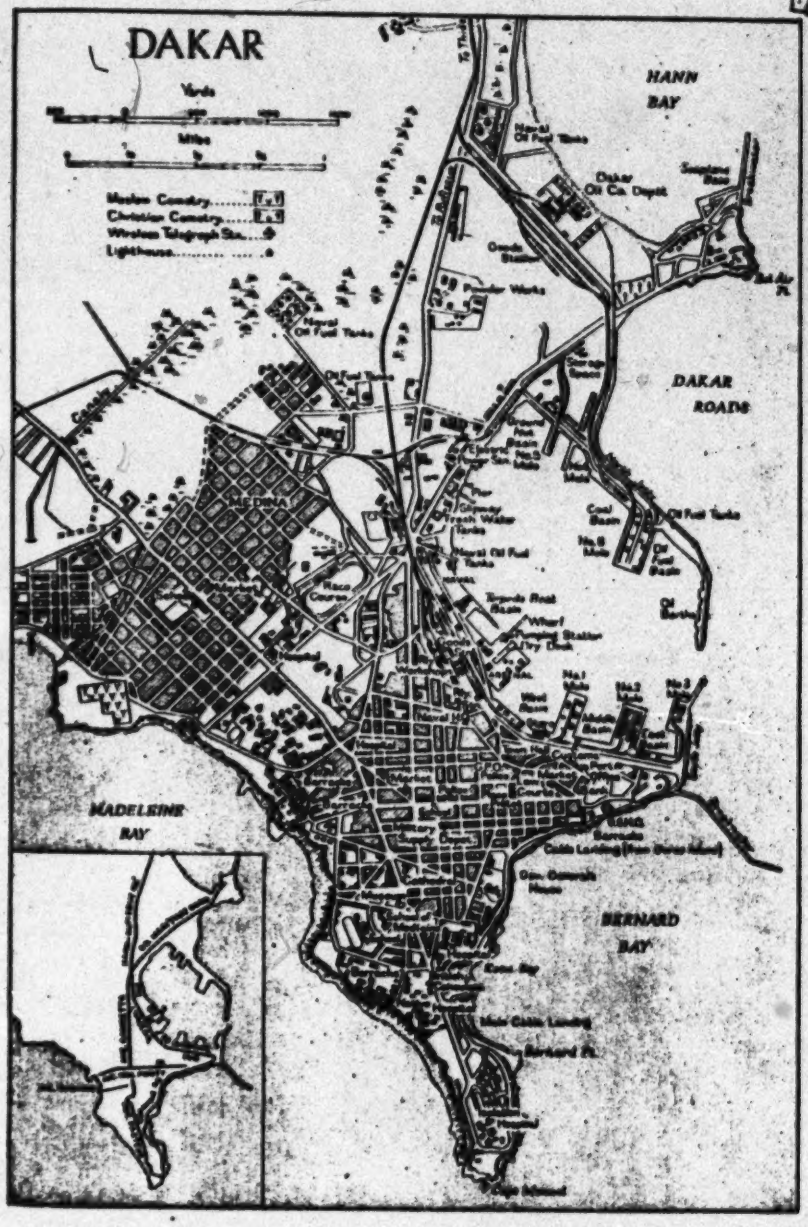

FIG. 54. *Dakar*

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

[DAKAR]

route from Paris to Santiago and was also the terminus of local services to Bamako and to St. Louis. The Aéromaritime company used to run flying-boat services to Conakry, Abidjan, Lagos, Douala, and Pointe Noire.

Wireless. The broadcasting station is near Madeleines bay, 700 yards north-west of the cathedral. A small station, transmitting to ships, is on Bel Air point.

Cable. Dakar is connected by cable to Casablanca, to Brest, to Fernando Noronha (Brazil), and to Conakry. The two latter cables are landed in the south-west of Bernard bay, not far from the Pasteur Institute. There is, however, a telephone cable to Goree island. This is landed on the north-west shore of the same bay.

Shipping. Lines normally serving the port include the following: America West African, Bull, Chargeurs Réunis, Elder Dempster, Fabre, Fraissinet, Gdynia America, Hamburg-Bremen, Holland West Afrika, Italia, Lloyd Triestino, Maurel et Prom, Messageries du Sénégal, Navigazione Generale Italiana, Société Générale des Transports, Société Maritime Belge des Transports, and Société Navale de l'Ouest.

Coasting vessels sail regularly for Port Etienne, St. Louis, Kaolack, and Ziguinchor.

GOREE (14° 39′; 17° 23′ W.). Population, 714. Custom-house. Barracks and military hospital.

The rocky island of Goree (Plate 112) has an area of 138 acres. The first Europeans to land on it were the Portuguese in 1445, and since then it has had a chequered history, which has been told elsewhere in these volumes.

Most of the centre of the island is occupied by buildings, and in the south there is the old fort. In the extreme north is a large lime-kiln.

The only source of water is an artesian well in the fort.

Trade. Trade is now limited to the ordinary requirements of the islanders, and traffic to taking them and their goods to and from the mainland.

Harbour. In the north-east of the island there is a little bay where there are three jetties, only one of which (Plate 121) is now in use. The depth at its head is 10 feet.

RUFISQUE (14° 41′; 17° 12′ W.). Population, 19,764, including 180 Europeans. Full Commune. Custom-house. Medical post. Barracks. Police headquarters. Power station. Hotel. Garage.

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

[KAOLACK]

(33 miles) and Medina (50 miles), and a third west to Foundiougne (32 miles). 36 [491]

Air. The airfield is 1 mile north-east of the town. [508]

Wireless. The wireless station is in the centre of the town. [206]

Shipping. Boats of the Messageries du Sénégal line call regularly, and the Compagnie de Navigation Paquet maintains a weekly service with Foundiougne, Bathurst, and Dakar. [505]

ZIGUINCHOR (12° 32′; 16° 21′ W.). Population, 6,070. Mixed Commune. Headquarters of the Casamance Territory and of the Province of Ziguinchor. Custom-house. Magistrate's Court. Chamber of Commerce. Hospital and maternity home. Police headquarters. Meteorological station. Emergency landing-ground. Wireless station. Roman Catholic mission. Garages. Daily market. [131] [162] [743]

The first large piece of firm ground upstream from the mouth of the Casamance is nearly 42 miles from the sea, and it is here, on the left bank, that Ziguinchor stands. The depth of the river is 6 fathoms. Jetties have been built at right angles to the waterfront, partly to counteract silting, and ships drawing 15 feet can go alongside them. The quays have a total length of over 3,000 feet and the warehouses a total capacity of some 25,000 tons. There are no cranes, all goods being manhandled. [504]

There is a considerable variety of exports, including ground-nuts, fruit, rice, palm oil, palm kernels, cotton, tobacco, sisal, and hides, but imports are chiefly manufactured goods and building materials. In value of trade Ziguinchor comes between Foundiougne and Rufisque. [939]

Communications

Road. The river is crossed by a ferry, and a colonial road leads north to Bignona (16 miles) and then east to Sedhiou (74 miles) and Kolda (136 miles). Another one goes along the south bank of the Casamance, also to Kolda (130 miles). Minor roads lead south to the frontier of Portuguese Guinea and south-west to Oussouye and Diembering. [491]

Air. Seaplanes can alight in the river, and there is a weekly Aéromaritime service to Bathurst and Dakar. The landing-ground is 1½ miles south of the town. [509]

Wireless. The two wireless stations are housed in the same building. [206]

22:Winterbotham et al. K-4 (no date) 1944 M837 Senegal MS 37

494

Route	*Service*
Thiès–M'Bour–Joal	Thiès–M'Bour: twice each weekday; M'Bour–Joal: 4 days a week 1 November to 30 June only.
St. Louis–Dagana–Matam–Kidira	Twice a week 1 December to 30 June. Journey time: 50 hours.
Ziguinchor–Sedhiou–Kolda	Dry season: daily. Wet season: as practicable and as required. Journey time: 7½ hours. Occasional extensions to Tambacounda.

SIGNALS

Cables

206 Dakar is connected by cable to Conakry, Fernando Noronha (Brazil), Casablanca, and Brest. In 1939 to send a message to France cost 11·70 francs (11. 4*d*.) a word.

Telegraphs and Telephones

Telegraph lines run alongside the railways and the following roads:

St. Louis–Dagana–Matam–Bakel–Kidira.
Thiès–M'Bour–Joal–Fatik–Bambey.
Tambacounda–Diabougou–Médina Pakan–border of French Guinea.
Diabougou–Kolda–Sedhiou–Bignona–Ziguinchor.
Bignona–Bathurst (the Gambia).

There are also connexions across the Senegal into Mauritania. The colony has more miles of telephone line than all the others combined. Lines are laid alongside the following roads: Dakar–Thiès–St. Louis; Thiès–Diourbel–Kaolack; Rufisque–M'Bour–Joal–Fatik–Kaolack; and Ziguinchor–Bignona–Sedhiou–Kolda. The standard of efficiency is low.

Wireless

209 There are stations at Dakar, Kaolack, Ross, St. Louis, Tambacounda, and Ziguinchor, of which Dakar is the only one to do any broadcasting. Details are given in Table VII. In 1939 radio-telegrams to France cost 9·75 francs (11. 1*d*.) a word.

[206]

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

TABLE VII. *Wireless Stations*

206
207
507

Station	*Approx. position*	*Wave-length: long, medium, or short*	*Power in kilowatts*	*Owner and remarks*
Dakar	14° 42′ N. 17° 25′ W.	9 short	Unknown	Naval station. Services with Casablanca, Fort de France, and Toulon; also with flying-boats.
Dakar	14° 40′ N. 17° 27′ W.	3 medium 22 short	20·0 5·0 1·0 0·5 0·2 and unknown	Coast, commercial, and broadcasting stations with service to France, French colonies, and the interior. Broadcasting at 0·35 kW. midday and in the evening, except for one station at 0·2 kW. Meteorological bulletins.
Dakar Aéradio and Aérogonio	14° 42′ N. 17° 28′ W.	4 medium	2·0	Aeronautical and direction-finding station.
Kaolack	14° 07′ N. 16° 07′ W.	3 short	0·1	Commercial station. Interior service.
Kaolack Aéradio	14° 07′ N. 16° 07′ W.	2 medium 4 short	0·1	Aeronautical station.
Ross	16° 14′ N. 15° 49′ W.	2 short	0·01 0·01	Commercial station. Interior service.
St. Louis	16° 00′ N. 16° 31′ W.	5 short	0·25 0·05 0·02 and unknown	Commercial and military station. Interior service.
St. Louis Aéradio	16° 00′ N. 16° 31′ W.	2 medium 5 short	1·0 0·5 and unknown	Aeronautical and direction-finding station.
Tambacounda	13° 46′ N. 13° 41′ W.	3 short	0·2 0·08	Commercial station. Interior service.
Tambacounda Aéradio	13° 46′ N. 13° 41′ W.	2 medium 4 short	0·1	Aeronautical station.
Ziguinchor	12° 32′ N. 16° 21′ W.	3 short	0·02	Commercial station. Interior service.
Ziguinchor Aéradio	12° 32′ N. 16° 21′ W.	1 medium 3 short	0·1	Aeronautical station.